

**DO  
Overlay**

**Design Standards  
&  
Guidelines**

**Exhibit A**

Adopted January 22, 2008

CITY OF KANAB

Uniform Zoning Ordinance

# Kanab City

## Downtown Overlay Design Standards & Guidelines

To be established at a later date

# TCO Overlay

Design Standards  
&  
Guidelines

Exhibit B

Adopted January 22, 2008

CITY OF KANAB

Uniform Zoning Ordinance

# Kanab City

Transitional Commercial Overlay  
Design Standards  
& Guidelines

To be established at a later date

# ECPO Overlay

Design Standards  
&  
Guidelines

Exhibit C

Adopted January 22, 2008

CITY OF KANAB

Uniform Zoning Ordinance

## Kanab City

Entry Corridor Protection Overlay  
Design Standards  
& Guidelines



# ECPO Overlay

## Design Standards & Guidelines

## Exhibit C

Adopted January 22, 2008

## CITY OF KANAB

## Uniform Zoning Ordinance

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### Chapter 1-1 Purpose: Entry Corridor Protection Overlay

To maintain the character of Kanab City as a destination community with breathtaking scenery, all Development within the designated entry corridors into Kanab City shall comply with the requirements of this Chapter:

1. Preserve Kanab City's scenic view corridors,
2. Preserve and enhance the rural resort character of Kanab City's entry corridor,
3. Provide a significant landscaped buffer between Development and highway uses,
4. Minimize curb cuts, driveways and access points to highways,
5. Allow for future pedestrian and vehicular improvements along the highway corridors.

# ECPO Overlay

## Design Standards & Guidelines

## Exhibit C

Adopted January 22, 2008

### Chapter 1-2 Uses

All uses, including allowed and Conditional uses, must be consistent with the underlying Zoning District. Any structures or use within the Entry Corridor Protection Overlay (ECPO) is also subject to specific review criteria, including Conditional use Permit review, as stated in this section, and Entry Corridor Protection criteria as stated in the following sections.

### Chapter 1-3 Lot and Site Requirements

Lot and Site Requirements and Building heights for all Development Activities and uses within the Frontage Protection Zone must be consistent with the underlying Zoning District and are subject to the following additional requirements:

1. Remodels and facade improvement for existing structures within the ECPO shall require a Conditional use permit with approval by the Planning Commission
2. Essential public facilities such as bus shelters, bus lanes, highways, directional signs, and utility installations within the ECPO shall require a conditional use permit with approval by the Planning Commission.
3. To minimize curb cuts, driveways, and access to Kanab City's primary highways and streets, access to property in the ECPO shall be from existing City streets when possible, rather than direct highway access. Common driveways between adjoining projects shall be used when possible. Driveways must be placed where they create the least interference with through traffic on highways.
4. The Planning commission shall review all proposals for pedestrian, bicycle paths and trails through the ECPO.
5. Review of project within the ECPO shall include design review criteria, as described in this ordinance.

### Chapter 1-4 Applicability to Property within Existing Kanab City Limits

The regulations contained in this overlay zone shall apply to all lots adjacent to or within three hundred feet (300') of the nearest right-of-way of entry corridor highways as described below:

1. Highway 89 from the Eastern City limits to the intersection of 900 East.
2. SR 11 from the Southern City limits to 400 South and
3. Highway 89 from Northern City limits to 300 North.

# ECPO Overlay

## Design Standards & Guidelines

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#### Chapter 1-5 Applicability To Future Annexed Properties

Upon submission of an annexation petition, the Planning Commission shall identify relevant entry corridors for designation by the City Council. Kanab City will request enforcement of Kane County for areas inside the Kanab City Annexation Policy Plan.

#### Chapter 1-6 Access / Traffic

Access points and driveways connecting directly to the entry corridor roadways shall be minimized. Access shall be from existing City streets that join with the corridor roadways rather than direct roadway access. Common driveways between adjoining properties shall be encouraged. Whatever direct driveway access is necessary, it shall be located in such a manner to minimize interference with through traffic on the corridor roadway.

#### Chapter 1-7 Setbacks

1. A setback in the Entry Corridor Protection Overlay shall be established by the Planning Commission based upon a visual assessment of the property. However, unless otherwise allowed for in this section the setback shall be a minimum of twenty five feet (25') from the property line and may require additional setback to accommodate adequate parking and landscaping. UDOT requires a forty five ft. (45') setback on East side of SR-11.
2. Building setbacks in the Entry Corridor Protection Overlay shall vary from structure to structure within any one lot or development. Setbacks shall also vary from those on adjoining roadway-oriented property to avoid creating a walled effect. Building shall be located in such a manner to enhance and frame important views.
3. Agricultural or stock fences shall be allowed in the setback subject to approval by the Planning Commission. See fencing, Section 22-11.

#### Chapter 1-8 Parking Lots

The parking lots must meet the requirement specific to Kanab City Ordinance.

#### Chapter 1-9 Berms / Earthwork Screening

All earthen berms and screening must be graded and planted in such a manner so as to permit views of primary uses on the site from adjacent entry corridor roadway. Additionally, berm crests shall be contoured and varied in height to avoid a straight-line barrier effect.

# ECPO Overlay

## Design Standards & Guidelines

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#### Chapter 1-10 Building Height

No building within the ECPO shall exceed the allowable height for the underlying zone.

#### Chapter 1-11 Fencing

All fences in the ECPO must be one of the following styles:

1. Wooden rail, vinyl fencing.
2. Architecturally compatible solid wood and natural stone.
3. Stock fences that do not front on State Highways.
4. Various forms of steel fencing as determined by the Planning Commission. Chair link fencing is not allowed except behind front of structure.
5. Outdoor storage area must be enclosed in a solid barrier fence.

#### Chapter 1-12 Pedestrian Facilities

Trails and sidewalks shall be provided in all ECPO developments in accordance with the Kanab City Trails Master Plan. Trails and sidewalks may occupy setback areas.

#### Chapter 1-13 Landscaping / Vegetation Protection

A landscaping plan shall be required for all ECPO developments as specified in this ordinance.

#### Chapter 1-14 Design Standards

All development within the ECPO shall comply with the specified design standards.

#### Chapter 1-15 Outdoor Display of Art

The permanent installation of an outdoor display of art that requires a fixed, impervious location on or above the ground, a structure is allowed as Conditional use within the setback area but at least thirty feet (30') outside of the Utah Department of Transportation (UDOT) right-of-way.

# ECPO Overlay

## Design Standards & Guidelines

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#### Chapter 1-16 Public Park Facilities

1. The permanent installation of outdoor recreational equipment that requires a fixed, impervious location on or above the ground, a structure is allowed as a Conditional Use within the setback area but at least thirty feet (30') outside the Utah Department of Transportation (UDOT) right-of-way.
2. Public park accessory building less than twenty feet (20') in height and six hundred square feet (600 sq. ft.) in size are allowed as a Conditional Use within the setback area but at least thirty feet (30') outside the Utah Department of Transportation (UDOT) right-of-way.

#### Chapter 1-17 Building Front Design

1. No corrugated sheet metal products or high maintenance materials shall be permitted on the building front. The building front area shall consist of not more than 60% of a City approved material. The remaining 40% of the total area shall consist of another City approved material. The glazing system used shall cover a minimum of 15% of the building front area. City approved material include stucco, rock and brick. Wood materials are considered a high maintenance material which shall be approved in a site plan review.
2. The primary pedestrian entry of the building should face the street and be identified, defined and reinforced by significant architectural elements of mass. The appearance of the building front shall present a three dimensional effect through the utilization of such architectural features as pop outs, vertical relief overbuilds, recesses, canopies or porticos supported by columns or protrusions, significant variations in the roof or parapet, etc.
3. The design standards for building fronts described above shall wrap around the building sides adjacent to the primary front a minimum of eight feet (8').

#### Chapter 1-18 - Special Regulations:

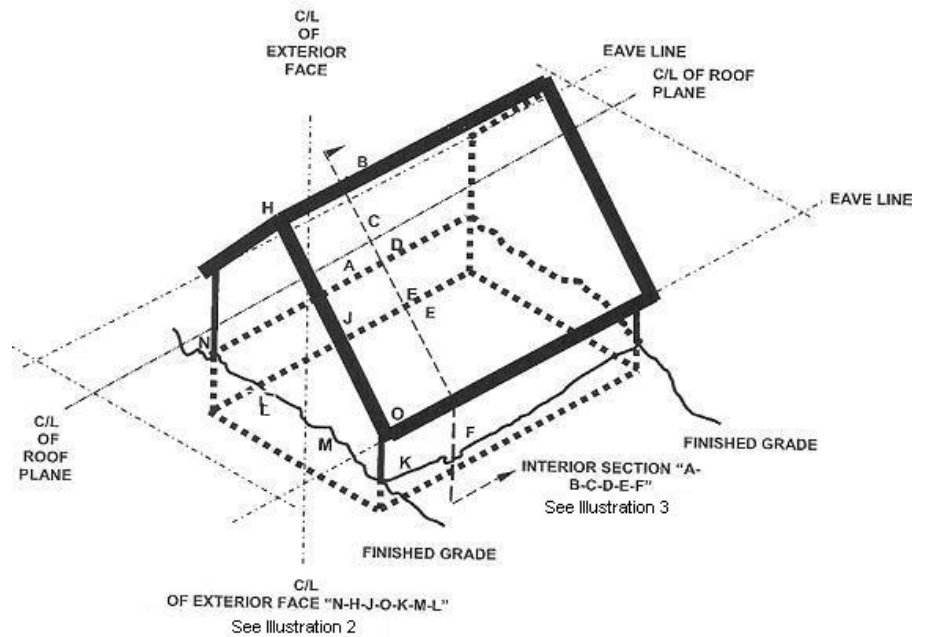
The Kanab City Land Use Code Chapter 15 Section 3 which regulates the permitted 1<sup>st</sup> Floor areas of buildings in the Commercial Zones.



**Exhibit D**  
**Illustration 1**

**CITY OF KANAB**  
**Uniform Zoning Ordinance**

**HEIGHT, BUILDING OR STRUCTURE OVERVIEW**



**Illustration 1**

## Exhibit D Illustration 2

### HEIGHT, BUILDING OR STRUCTURE

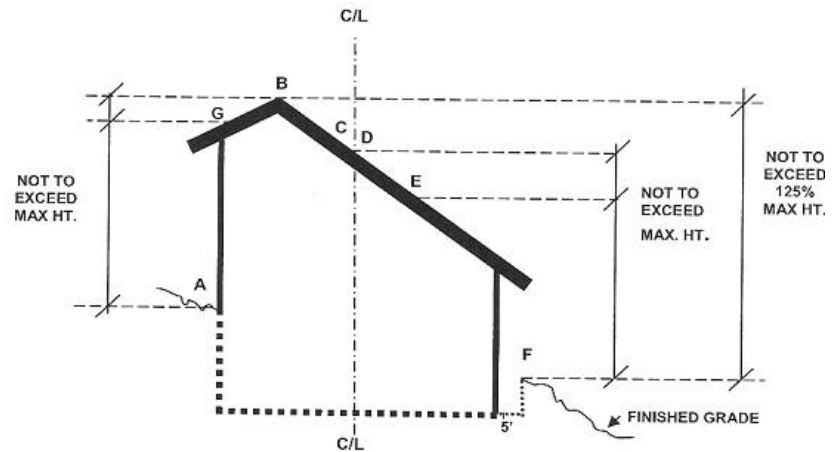


ILLUSTRATION 2

"C" IS A POINT TO THE UPHILL SIDE OF THE CENTERLINE OF THE STRUCTURE

"D" IS A POINT TO THE DOWNHILL SIDE OF THE CENTERLINE OF THE STRUCTURE

"B" IS THE HIGHEST POINT OF STRUCTURE

"E" ANY POINT ON THE STRUCTURE TO THE DOWNHILL SIDE OF THE CENTERLINE OF THE STRUCTURE

"G" IS ANY POINT TO THE UPHILL SIDE OF THE CENTERLINE OF THE STRUCTURE

"A" IS THE NEAREST POINT OF FINISHED GRADE FOR POINTS "G" AND "C"

"F" IS THE NEAREST POINT OF FINISHED GRADE FOR POINTS "D" AND "E"

IF "B" IS TO THE UPHILL SIDE OF THE CENTERLINE OF THE STRUCTURE THE VERTICAL DIMENSION BETWEEN "B" AND "F" CANNOT EXCEED 125% OF MAXIMUM HEIGHT AND THE VERTICAL DIMENSION BETWEEN "B" AND "A" CANNOT EXCEED MAXIMUM HEIGHT.

IF "B" IS TO THE DOWNHILL SIDE OF THE CENTERLINE OF THE STRUCTURE THE VERTICAL DIMENSION BETWEEN "B" AND "F" CANNOT EXCEED MAXIMUM HEIGHT

THE VERTICAL DIMENSION BETWEEN "C" AND "A" OR BETWEEN "D" AND "F" CANNOT EXCEED MAXIMUM HEIGHT.

## Exhibit D Illustration 3

## CITY OF KANAB Uniform Zoning Ordinance

### HEIGHT, BUILDING OR STRUCTURE

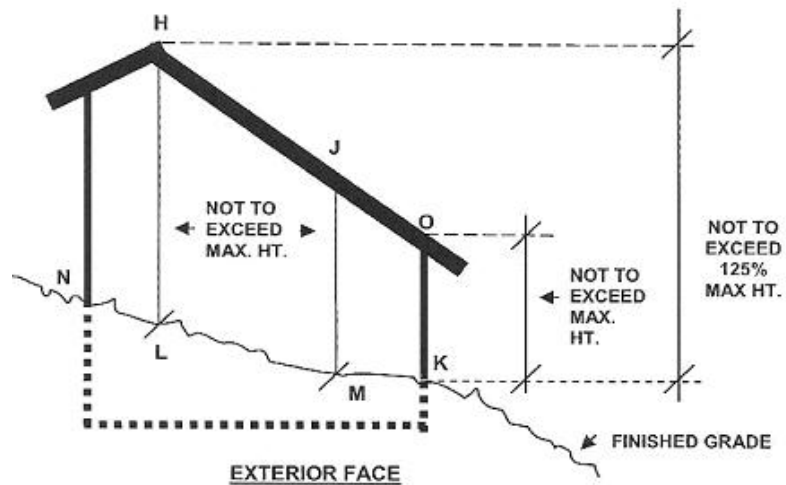


ILLUSTRATION 3

"L" IS THE NEAREST POINT OF FINISHED GRADE DIRECTLY BELOW POINT "H"

"J" IN ANY POINT ON THE STRUCTURE: "M" IS THE NEAREST POINT OF FINISHED GRADE DIRECTLY BELOW POINT "J"

"H" IS THE HIGHEST POINT OF STRUCTURE

THE VERTICAL DIMENSION BETWEEN "H" AND "K" CANNOT EXCEED 125% OF MAXIMUM HEIGHT AND THE VERTICAL DIMENSION BETWEEN "O" AND THE NEAREST POINT OF FINISHED GRADE "K" CANNOT EXCEED MAXIMUM HEIGHT.

**Exhibit E**  
**Illustration 10**

CITY OF KANAB

Uniform Zoning Ordinance

Insert Rural Residential Street Diagram Here

## Preliminary Street (P-Street)

### CHIP SEAL

**4.6 BITUMINOUS SEAL COAT (Chip Seal):** Bituminous surface treatments (chip seals) shall be applied to the road surface only upon approval of the City Engineer. The bituminous surface treatment shall consist of an application of bitumen covered with mineral aggregate and rolled to a smooth surface presenting an even texture. The materials used in the application of the bituminous surface treatment shall be mineral aggregate and bituminous material.

The roadway shall be prepared to the proper cross section with compacted road-base according to the Kanab City Design Standards in preparation for the chip seal installation.

#### **4.6 (A) BITUMINOUS MATERIALS:**

**Base Layer - Prime coat, MC-70** The bituminous material base layer shall be applied at a rate of 0.20 to 0.30 gallon per square yard as determined by the Engineer. The surface shall be allowed to dry for a period of not less than 48 hours without being disturbed, or for such additional period of time as may be necessary to attain penetration into the foundation course and drying out or evaporation of the volatiles from prime material, which period shall be determined by the Engineer.

**First Application - MC-3000R** this first application of cut back asphalt shall be applied at a rate of 0.45 gallon per square yard. A  $\frac{3}{4}$ " washed aggregate chip shall be placed at a rate of 280-300 tons per mile for a 28 foot width.

**Second Application - MC-3000R** this second application of cut back asphalt shall be applied at a rate of 0.40 gallon per square yard. A  $\frac{3}{4}$ " washed aggregate chip shall be placed at a rate of 280-300 tons per mile for a 28 foot width. The aggregate chips may need to be cut back if road conditions warrant as determined by the Engineer.

**Third Application - MC-3000R or LMCRS-2 Emulsion** a third application layer shall be applied after a minimum of 30 days after the city engineer or his representative has determined that

## Exhibit E

### Illustration 9

the first two layers have cured. This third application of cut back asphalt or emulsion shall be applied at a rate of 0.40 gallon per square yard. A ½" washed aggregate chip shall be placed at a rate of 100-150 tons per mile for a 28 foot width. Compaction runs shall be made continuously during the chip seal operations and for an additional two (2) hours after the chip seal procedures have been completed. Compaction can continue into the next day if conditions warrant.

**4.6(b) AGGREGATE (CHIPS):** Mineral aggregate shall consist of crushed stone or crushed gravel, free from adherent films of clay or dust, and shall be of such nature that a thorough coating of the bituminous material shall be determined by the Engineer.

The gravel or rock shall have a percent of wear not greater than 30 when tested by the Los Angeles Abrasion Test (AASHTO T-9 ASTM C 131). Chips shall be cubical or pyramidal in shape with at least 95% fractured faces. The crushed aggregate shall have a weighted percent of loss not exceeding 10% by weight when subjected to five cycles of sodium sulfate and tested in accordance with AASHTO Designation T-104.

Stripping tests of the mineral aggregate which the contractor proposes to use shall be furnished the Engineer before crushing operations begin. During the crushing of the aggregate, additional stripping tests shall be furnished to the Engineer upon his request. No stripping test shall show a percent stripping greater than 10 for CRS-2 asphalt. The chip shall be electrically compatible to the asphalt emulsion used.

The crushed aggregate shall conform to the gradation requirements shown in Tables 4.6.1 & 4.6.2 for ¾" and ½" aggregate chips, respectively.

Sieve Size	Percent by Weight Passing (ideal)	Ideal Gradation Tolerance (percent)
¾ inch	100	0
3/8 inch	85	+/- 5
No. 4	10	+/- 5
No. 8	2	+/- 2
No. 200	0.5	+/- 0.5

## Exhibit E

### Illustration 9

Sieve Size	Percent by Weight Passing (ideal)	Ideal Gradation Tolerance (percent)
½ inch	100	0
3/8 inch	95	+/- 5
No. 4	10	+/- 5
No. 8	2	+/- 2
No. 200	0.5	+/- 0.5

The initial mineral aggregate used for the production of chips shall be retained on a 5/8 inch sieve prior to being crushed to the gradation specified.

The aggregate shall be evenly spread at a quantity of 15 to 20 pounds per square yard of surface area. Upon commencement of the work and during its progress, the individual quantities of bitumen and aggregate may be varied to meet specific field conditions, as directed by the Project Engineer.

An adequate supply of aggregate shall be available on the job site to permit continual spreading operations.

**4.6(c) EQUIPMENT:** All tools, equipment and machines used in the performance of the work shall be subject to the approval of the Project Engineer and shall be maintained in satisfactory working conditions at all times.

**4.6(d) ASPHALT DISTRIBUTOR:** The asphalt distributor shall be equipped with a calibrated dipstick marked in gallons per inch of length, and an accurate thermometer and speedometer. The distributor shall also be capable of maintaining proper pump pressure to ensure a uniform distribution of asphalt at all times. The pump shall be able to maintain the correct pump speed or pressure without either atomizing the asphalt or distorting the spray fan.

However, the pump shall be able to maintain a pressure which shall be sufficient to prevent streaking from a non-uniform discharge of material from the individual nozzles.

## Exhibit E

### Illustration 9

The asphalt distributor shall be equipped with a rear-mounted spray bar capable of covering widths of six to 15 feet in a single pass. The distributor tank shall be well insulated and be equipped with one or more heaters capable of brining the asphalt emulsion to spray application temperature. The tank shall have a full circulating system with an engine-driven pump. The circulating system shall include the spray bar unit. The truck shall also be equipped with a hand-spray for applying the emulsion to areas that cannot be reached with the spray bar.

The distributor shall be equipped with charts for determining the discharge for each nozzle size, the proper truck speeds for various application rates, and the corrections for temperature-viscosity variations.

**4.6(e) AGGREGATE SPREADER:** The aggregate spreader used shall be a self-propelled flarity or equal capable of uniformly spreading aggregate at varying application rates as required. The aggregate spreader shall be equipped with a tachometer and/or a speedometer to ensure the maintenance of a uniform spreader speed. The aggregate spreader shall also be equipped with a device and so operated that the coarse particles of the screenings shall be deposited on the bituminous binder before the finer particles.

**4.6(f) ROLLERS:** There shall be at least two self-propelled, smooth-tread, pneumatic tired rollers on the job during chipping operations. Each roller shall weigh at least ten tons, have staggered (off-set) front and rear tires so the rear tires shall be uniform and inflated to 50 psi. No steel wheel rollers shall be used to roll chip seal surface treatments, no shall rolling speed exceed 10 mph.

**4.6(g) TRUCKS:** Enough trucks must be available to ensure that the operation can proceed without interruption. Frequent stops and starts will not be permitted.

**4.6(h) CONSTRUCTION METHODS:** The contractor shall thoroughly remove all dust, dirt, tracked on clay and foreign material from the surfaces to be sealed by sweeping the surface with power brooms, hand brooms, power blowers, or by flushing it with water or a combination of the above. All patching, crack filling and drainage improvements shall be completed prior to



## Exhibit E

### Illustration 9

the commencement of the surface treatment project. After the cleaning operation has been completed, and prior to the application of the surface treatment, the area to be treated will be inspected by the Project Engineer to determine it's fitness for receiving the surface treatment.

Application of the asphalt shall not be permitted to begin until the loaded aggregate trucks are in place and ready to apply the cover aggregate. The bituminous material shall be so applied that uniform distribution in the quantities specified is obtained over all points of the surface to be treated.

All lightly-coated areas and spots missed by the distributor shall be properly treated with bituminous material applied by hand.

No more asphalt shall be applied than can be covered with aggregate in 30 seconds or less. Distances between the distributor and chip-spreader shall be as close as possible, but in no case shall the chip-spreader be greater than 50 feet behind the distributor during the chipping operations.

Immediately following the application of the bituminous material, the aggregate shall be spread uniformly over the surface in the quantities specified. The aggregate shall be spread by using a self-propelled spreader (flarity or equal). The aggregate shall be spread evenly by hand on all areas missed by the aggregate spreader. Back-spotting or sprinkling of additional aggregate over the areas having insufficient cover shall be done by hand and shall be continued during the operations whenever necessary.

As the distributor moves forward to spray the asphalt, the aggregate spreader shall start right behind it, spreading the chips uniformly and at the specified rate. The asphalt distributor shall travel at the same rate of speed as the chip spreader and in no case shall the two machines be separated by more than 50 feet during the sealing process.

Operating the chip spreader at speeds which cause the chips to roll over after striking the bituminous-covered surface will not be permitted.

Excess aggregate deposited in localized areas shall be immediately remove with square end shovels, and in areas

## Exhibit E

### Illustration 9

where application is insufficient, additional aggregate shall be added by hand. The treated surface shall be rolled with rubber-tired rollers immediately after the distribution of the cover aggregate, and shall continue until the aggregate is properly seated in the binder. Rollers shall proceed in the longitudinal direction, working across the treated surface until the entire width and length of the treated surface has been rolled at least four times. Rollers and gravel trucks shall not be operated at speeds great enough to kick up chips, and in no case shall rollers be operated above 10 miles per hour. In all places not accessible to the rollers, the aggregate shall be adequately compacted with hand tampers. Any aggregate that becomes coated or mixed with dirt or any other foreign material shall be removed, replaced with clean aggregate over a newly sprayed surface and then re-rolled, as directed by the Project Engineer.

Bituminous material and chips shall not be spread more than 100 feet ahead of completion of initial rolling operations.

To eliminate excessive ridging, all joint edges shall be swept prior to the application of the second course of aggregate on double chip seal treatments.

Upon completion of rolling, traffic will be allowed to use the streets at a speed not to exceed 15 miles per hour for a period of not less than 24 hours. After the chips are set in the bituminous binder, but not earlier than the following day, any loose chips forming corrugations shall be distributed over the surface. At the end of seven days any excess chips shall be removed in such a manner that the aggregate set in the binder will not be displaced. Excessive rolling and brooming will not be permitted.

After the surface has been opened to traffic, any excess bituminous binder that comes to the surface shall be immediately covered with additional chips or clean sand. The completed surface shall present a uniform appearance and shall be thoroughly compacted and free from ruts, humps, depressions or irregularities due to an uneven distribution of bituminous binder or chips.

**4.6(i) WEATHER LIMITATIONS:** The chip seal shall be placed only when the air temperature in the shade of the road bed temperature is above 75°F. The chip seal shall not be placed

**Exhibit E**  
**Illustration 9**

when the temperature of the road surface is above 130°F, during rainy weather, when the base is wet or during other unfavorable weather conditions as determined by the Project Engineer.

## Exhibit I Illustration 1

## CITY OF KANAB

### Uniform Zoning Ordinance

#### KANAB CITY DEVELOPMENT FEE & DEPOSIT SCHEDULE

The Kanab City Council has adopted the following fee schedule as part of the Kanab City Uniform Zoning Ordinance on January 22, 2008. Fees are intended to cover actual City costs for staff time, public hearings, and direct costs. Fees may be reviewed annually by the City Council and are subject to change to accurately cover City Costs. The City Office is pleased to assist you. Please feel free to contact us if you have any questions.

Additional deposits will be required when initial deposits are fully expended. Any unused portion of deposits will be refunded to applicant upon completion of the project.

Description	Amount	Type
Annexation	\$500	Fee
Appeals Officer	\$150	Fee
Conditional Use Permit (CUP)	\$150	Fee
Encroachment Permit	\$25 + .25¢/SF , \$100 noncompliance	Fee
General Plan Amendment	\$100 + Acreage Fee <sup>1,2</sup>	Fee
Hillside Review	\$500	Deposit
Home Occupation Permit	\$30 <sup>5</sup>	Fee
Lot Line adjustment	\$200	Fee
Lot Split/Join (2 lots)	\$200	Fee
Planning Staff Review (PSR)	No Fee	n/a
Sign Permit	Wall Sign \$0 - Free Standing \$100	Fee
Site Plan Review (SPR) <sup>3</sup>	\$500 + \$50 / Ac, over 1 Acre	Deposit
Preliminary & Final Plat	\$2000 + \$75/lot	Deposit
Amendments-Preliminary Plat	\$200	Fee
Amendments-Final Plat	\$250/lot + \$10/lot	Fee
Zone Change	\$100 + Acreage Fee <sup>1,4, 6</sup>	Fee
Development Agreements	\$5000	Deposit

1. Acreage Fee - This fee is a sliding scale fee - where first one hundred acres is charged at \$50/ac.; then 101-500/ac charged at \$25/ac, etc. (Example: 1-100 ac. = \$50.00 per ac., 101-500 ac. = \$25.00 per ac. 501 -

## Exhibit I Illustration 1

+ = \$10.00 per ac.

(Note: acreage to be zoned as open space, no charge if open space is over 10 acres)

(Note: <1 ac. No acreage charge)

2. (Note: Open Space includes parks, golf courses, flood plains, hillsides and similar natural areas, but not required recreation areas and setback areas)
3. (SPR) is used for commercial, industrial, and institutional developments, site plans that must go to the Planning Commission, and residential with 5 or more du/lot; Exceptions are public schools, fourplex or less per lot, and minor additions to an existing development.
4. (Note: Amendments to existing PD Overlays are \$500 + acreage fee for additional acres added to the original PD Overlay)
5. Conditional use permit fee shall be waived with home occupation permit application.
6. Zone change fee shall include General Plan amendment when requested in the same application.